

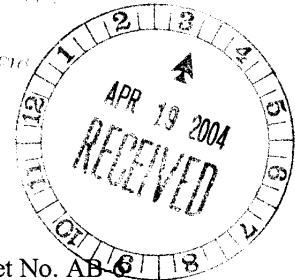
210639

BEFORE THE
SURFACE TRANSPORTATION BOARD

ENTERED
Office of Proceedings

APR 19 2004

For the
Public Record



In the Matter of The
Burlington Northern and Santa Fe
Railway Company Notice of Exemption
to Abandon Its Line of Railroad
Between M.P. 0.00 near Hannah Junction,
North Dakota and M.P. 6.50 near McCanna,
North Dakota

Docket No. AB-6
(Sub No. 418X)

ENVIRONMENTAL REPORT

The following information is submitted to the Surface Transportation Board by The Burlington Northern and Santa Fe Railway Company (BNSF) in accordance with the Board's reporting requirements as set forth in 49 C.F.R. § 1105.7 for the purpose of assisting the Board's preparation of an environmental document regarding BNSF's Notice of Exemption for abandonment of its line between M.P. 0.00 near Hannah Junction, Grand Forks County, North Dakota and M.P. 6.50 near McCanna, Grand Forks County, North Dakota, total distance of 6.50 miles.

(1) Proposed action and Alternatives: Describe the proposed action, including commodities transported, the planned disposition (if any) of any railline and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

BNSF seeks to abandon and discontinue service of the line. A map of the line is attached as Exhibit A.

(2) Transportation system: Describe the effect of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

The proposed abandonment will have no effect on existing transportation systems or patterns as the line is out of service.

(3) Land Use:

(i) Based on consultation with local and/or regional planning agencies and/or review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

The abandonment will not affect the local land use plans. See Exhibit B, letter from the Grand Forks County Planning and Zoning.

(ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agriculture land.

The United States Department of Agriculture, Natural Resources Conservation Service has no concerns with the proposed abandonment. See Exhibit C, e-mail from the Natural Resources Conservation Service.

(iii) If any action affects land or water uses within a designated coastal zone, include the coastal zone information required by § 1105.9

N/A

(iv) If the proposed action is abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. § 10906 and explain why.

At this time Grand Forks County has no plans for alternate public uses for the corridor. See Exhibit B, letter from Grand Forks County Planning and Zoning.

(4) Energy:

(i) Describe the effect of the proposed action on transportation of energy.

To the best of BNSF's knowledge there are no undeveloped energy resources such as oil, natural gas or coal in the vicinity of this line.

(ii) Describe the effect of the proposed action on recyclable commodities.

This abandonment and discontinuance will not adversely affect movement or recovery of recyclable commodities as the line is out of service.

(iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.

This abandonment will not result in an increase or decrease in overall energy efficiency as the line is out of service.

(iv) If the proposed action will cause diversions from rail to motor carriage of more than:

(A) 1,000 rail carloads a year, or

(B) An average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in the energy consumption and show the data and methodology used to arrive at the figure given.

There will be no diversions of traffic because the line is out of service.

(5) Air:

(i) If the proposed action will result in either:

(A). An increase in rail traffic of at least 100% (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of the line effected by the proposed, or

No.

(B). An increase in rail yard activity of at least 100% (measured by carload activity), or

No.

(C). An average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions.

The action will not involve an increase in truck traffic of more than 10% or 50 vehicles a day on any affected road segment as the line is out of service.

(ii) If the proposed action affects a Class I or nonattainment area under the Clean Air Act, and will result in either:

(A) An increase in rail traffic of at least 50% (measured in gross ton miles annually) or an increase of at least three train a day on any segment of rail line, or

(B) An increase in rail yard activity of at least 20% (measured by carload activity), or

(C) An average increase in truck traffic or more than 10-% of the average daily traffic of 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by State implementation Plan. However, for a rail construction under 49 U.S.C. § 10901 (or 49 U.S.C. § 10505) or in a case involving the reinstitution of service over a previously abandoned line, only the three train a day threshold in this item shall apply.

The proposed abandonment will not result in an increase of rail or truck traffic because the line is out of service.

(iii) If the transportation of ozone depleting materials (such as nitrogen oxide and from) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

The proposed abandonment will not result in an increase of rail or truck traffic because the line is out of service.

(6) Noise: If any of the thresholds identified in item (5)(c) of this section are surpassed, state whether the proposed action will cause:

(i) An incremental increase in noise levels of three decibels Ldn or more,

N/A

(ii) An increase to a noise level of 76 decibels Ldn or greater. If so, identify sensitive receptors (e.g. schools, libraries, hospitals, residences, retirement communities and nursing homes) in the project area and quantify the noise increase for those receptors if the thresholds are surpassed.

N/A

(7) Safety:

(i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad crossings).

This abandonment should have no adverse effect on health or public safety. There are nine public crossings and one private crossing. During salvage operations on the line, if any may be required, precautions will be taken to ensure public safety, and contractors will be required to satisfy all applicable health and safety laws and regulations.

(ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills, and the likelihood of and accidental release of hazardous materials.

Abandonment will not result in transportation of hazardous materials.

(iii) If there are any known hazardous waste site or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

BNSF is not aware of any evidence of known hazardous waste site or sites where there have been known hazardous materials spills on the right of way.

(8) Biological resources:

(i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.

The project as described will have no significant impact on fish and wildlife resources. No endangered or threatened species are known to occupy the project area. See Exhibit D, response from the U.S. Fish and Wildlife Services.

(ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

BNSF believes the proposed abandonment will have no effect on wildlife sanctuaries, refuges, National or State parks or forests. The Bureau of Land Management has no wildlife sanctuaries or refuges, National or State parks or forests in the proposed impact areas. See Exhibit E, letter from the Bureau of Land Management. The project as defined does not affect state park lands that the North Dakota Parks and Recreation Department manages and Land and Water Conservation Fund recreation projects that the Department coordinates. See Exhibit F, letter from the North Dakota Parks and Recreation Department.

(9) Water:

(i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.

BNSF believes that the proposed exemption will be consistent with applicable Federal, State or local water quality standards. The North Dakota Department of Health was notified by letter dated December 9, 2003. See Exhibit G. As of the date of this report, the North Dakota Department of Health has not responded. BNSF will provide the Board copies of any response it may receive.

(ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under Section 404 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action and whether any designated wetlands or 100-year floodplains will be affected. Describe the effects.

The proposed project, as presently designed, will be accomplished without any discharges in a jurisdictional area and therefore, a Section 404 permit would not be required. See Exhibit H, letter from the U.S. Army Corps of Engineers. The proposed abandonment will not affect the 100-year floodplain as long as the roadbed remains at the same elevation. See Exhibit B, letter from Grand Forks County Planning and Zoning.

(iii) State whether permits under Section 402 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action. (Applicants should contact the U.S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required.

BNSF believes that permits under Section 402 of the Clean Water Act are not required for the proposed abandonment. The North Dakota Department of Health was notified by letter dated December 9, 2003. See Exhibit G. As of the date of this report, the North Dakota Department of Health has not responded. BNSF will provide the Board copies of any response it may receive.

(10) **Proposed Mitigation:** Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

Any salvage operations that may result will be in accordance with BNSF's general practice of requiring its private contractors to comply with all federal, state and local laws and regulations pertaining to the environment, including, but not limited to noise, air quality, water quality, and items of archaeological significance. The project itself should mitigate the environmental effects of reinstating active rail operations.

Respectfully Submitted,



Michael Smith
Freeborn & Peters
311 S. Wacker Dr. Suite 3000
Chicago, Illinois 60606-6677
Phone: (312) 360-6724
Fax: (312) 360-6598

Date: April 9, 2004

BEFORE THE
SURFACE TRANSPORTATION BOARD

In the Matter of The
Burlington Northern and Santa Fe
Railway Company Notice of Exemption
to Abandon Its Line of Railroad
Between M.P. 0.00 near Hannah Junction,
North Dakota and M.P. 6.50 near McCanna,
North Dakota

Docket No. AB-6
(Sub No. 418X)

HISTORICAL REPORT

The following is submitted to the Surface Transportation Board by The
Burlington Northern and Santa Fe Railway Company (BNSF) in accordance with the
Board's reporting requirements set forth in 49 C.F.R. § 1105.8 for the purpose of assisting
the Board's environmental and historical assessment regarding BNSF's Notice of
Exemption to abandon its line of railroad between M.P. 0.00 near Hannah Junction,
North Dakota to M.P. 6.50 near McCanna, in Grand Forks County, North Dakota, a total
distance of 6.50 miles.

(1) A U.S.G.S. topographic map (or alternate map drawn to scale and sufficiently
detailed to show buildings and other structures in the vicinity of the proposed action)
showing the location of the proposed action, and the locations and approximate
dimensions of the railroad structures that are 50 years old or older and are part of the
proposed action;

One copy of a U.S.G.S. Topographical map has been provided to the State
Historical Society of North Dakota and one copy is being provided to the Surface
Transportation Board's Section of the Environmental Analysis upon filing of this Report.

(2) A written description of the right-of-way (including approximate widths, to
the extent known) and the topography and urban and/or rural characteristics of the
surrounding area:

The Hanna Junction to McCanna, North Dakota line connects the town of McCanna to BNSF's main line at Hannah Junction. Hannah Junction is a railroad station and McCanna is an unincorporated town which is not listed in a census for population purposes.

Much of the adjoining land is generally flat with wheat being the primary agricultural crop. Beans are also grown in the area.

The rail line corridor is 100 feet in width and the station grounds at McCanna varies in width.

(3) Good quality photographs (actual photographic prints, not photocopies) or railroad structures on the property that are 50 years old or older and of the immediately surrounding area;

There are no bridges or structures that are 50 years or older in the immediate area of the abandonment.

(4) The date(s) of construction of the structures, and the date(s) and extent of any major alterations, to the extent such information is known;

N/A

(5) A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action:

The right of way was acquired by The St Paul Minneapolis and Manitoba Railway Company in 1884. The St Paul Minneapolis and Manitoba Railway Company was a predecessor to the Great Northern Railway (GN). In 1970 the GN merged into the Burlington Northern Railroad (BN). In 1995 BN merged with The Atchison Topeka and Santa Fe Railway to become The Burlington Northern and Santa Fe Railway Company (BNSF).

(6) A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is to be historic;

Documents in BNSF's possession concerning this abandonment may include alignment maps showing the right-of-way and/or station maps. Such documents are too large for practical reproduction in this report, but can be furnished upon request, if they are available.


(7) An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 C.F.R. § 60.4), and whether there is a likelihood of archaeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities);

The State Historical Society of North Dakota recommends that Hanna Junction Station (32GFx60) and any other railway station(s) over 50 years of age on this line that are to be abandoned be recorded and preliminarily evaluated by a state-permitted cultural resource firm. See Exhibit I, letter from the State Historical Society of North Dakota. In response, BNSF has commissioned a study and will supplement with further information when it is available.

(8) A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archaeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain.

BNSF is not aware of any known prior subsurface ground disturbance or fill or any other environmental conditions (naturally occurring or man-made) that might affect the recovery of archaeological resources.

Respectfully submitted,

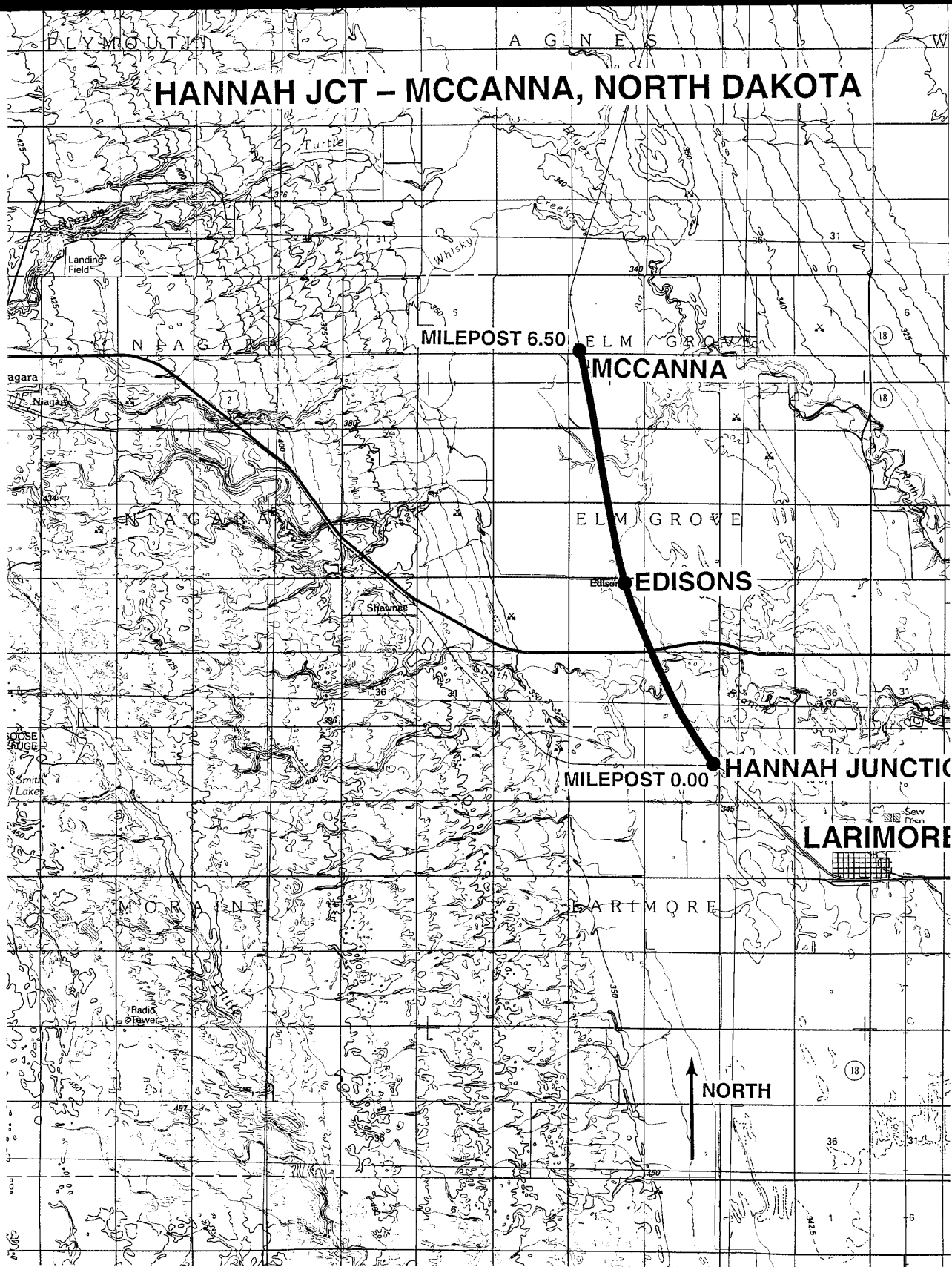
A handwritten signature in black ink, appearing to read 'Michael Smith', with a long horizontal flourish extending to the right.

Michael Smith
Freeborn & Peters
311 S. Wacker Dr. Suite 3000
Chicago, Illinois 60606-6677
Phone: (312) 360-6724
Fax: (312) 360-6598

Date: April 9, 2004

A

HANNAH JCT – MCCANNA, NORTH DAKOTA



B

Grand Forks County

Planning and Zoning

Telephone: (701) 780-8412
Fax: (701) 780-8212
Email: carole.mcmahon@gfcounty.com

Carole B. McMahon

151 S. 4th St.
Mailing Address: P.O. Box 5726
Grand Forks, ND 58206-5726

December 30, 2003

Brian Nettles
311 South Wacker Drive
Suite 3000
Chicago IL 60606-6677

Re: The Burlington Northern and Santa Fe Railway Company Abandonment of
Hannah Junction, North Dakota to McCanna, North Dakota.

Dear Mr. Nettles:

The above stated abandonment will not affect the 100-year floodplain as long as the
roadbed remains at the same elevation.

Abandonment will not affect the local land use plans. At this time Grand Forks County
has no plans for alternate public uses for the corridor.

If you have any further questions, do not hesitate to call.

Sincerely,



Carole B. McMahon
Grand Forks County Zoning Administrator
Grand Forks County Floodplain Administrator

cc: Arvin Kvasager, Grand Forks County Board of Commissioners
Jim Campbell, Grand Forks County Emergency Manager

C

Nettles, Brian

From: Richard Axvig [Richard.Axvig@nd.usda.gov]
Sent: Monday, December 15, 2003 1:49 PM
To: bnettles@freebornpeters.com
Subject: BN and SF abandonment of Hannah Junction

Hello Brian,

Received your letter in regards to the abandonment of the railroad line from Hannah Junction to McCanna.

Our Agency has a direct interest when prime farmlands are being converted to non-ag use and in this particular project there is no conversion so we have no concerns with this planned abandonment.

Thanks for the information and have a Merry Christmas.

Richard Axvig
District Conservationist
Natural Resources Conservation Service
Grand Forks, North Dakota 58201

12/15/2003

D

Freeborn & Peters LLP

December 9, 2003

U. S. Fish and Wildlife Service
North Dakota Field Office
3425 Miriam Avenue
Bismarck, North Dakota 58501-7926

**Re: *The Burlington Northern and Santa Fe Railway Company Abandonment
of Hannah Junction, North Dakota to McCanna, North Dakota***

Attorneys at Law

311 South Wacker Drive
Suite 3000
Chicago, Illinois
60606-6677
Tel 312.360.6000

Brian Nettles
Paralegal
Direct 312.360.6336
Fax 312.360.6596
bnettl@
freebornpeters.com

Chicago

Springfield

Dear Sir or Madam:

BNSF plans on filing with the Surface Transportation Board ("STB") a Notice of Exemption seeking authority to abandon 6.50 miles of railroad line between M.P. 0.00 in Hannah Junction, North Dakota to M.P. 6.50 in McCanna, North Dakota.

As part of the environmental report BNSF needs to know whether or not there are any endangered or threatened species, wildlife sanctuaries or refuges or areas designated as critical habitat adjacent or near the line and if so, what effects the proposed action may have.

The proposed abandonment may require the removal of the track materials such as the rails and ties but the roadbed will be left intact.

For your reference I have enclosed a map of the above referenced railroad line. Please provide this information by January 9, 2004. If you have any questions, or if you would like to discuss this matter further, please do not hesitate to contact me at (312) 360-6336.

Thank you in advance for your cooperation.

Sincerely,



Brian Nettles

/bn
Enclosure

U.S. FISH AND WILDLIFE SERVICE

ECOLOGICAL SERVICES
NO FIELD OFFICE

Project as described will have no significant impact on fish and wildlife resources. No endangered or threatened species are known to occupy the project area. IF PROJECT DESIGN CHANGES ARE MADE, PLEASE SUBMIT PLANS FOR REVIEW.

12/16/03
Date

Jeffrey K. Towner
Field Supervisor

E



United States Department of the Interior

BUREAU OF LAND MANAGEMENT

North Dakota Field Office

2933 3rd Ave West

Dickinson, ND 58601

701-227-7700

<http://www.mt.blm.gov/ndfo/>

In Reply To:

2700

LRG

January 5, 2004

Brian Nettles
Freeborn & Peters LLP
311 South Wacker Drive, Suite 3000
Chicago, IL 60606-6677

RE: The Burlington Northern and Santa Fe Railway Company Abandonment of Antelope Valley, North Dakota and Zap, North Dakota comment due January 8, 2004 AND;

The Burlington Northern and Santa Fe Railway Company Abandonment of Hannah Junction, North Dakota to McCanna, North Dakota comment due January 9, 2004.

Dear Mr. Nettles:

The Bureau of Land Management (BLM) has no wildlife sanctuaries or refuges, National or State parks or forests in the proposed impact areas.

However, please keep the BLM informed as to the continued process. These railroad abandonments depending under which Act they were granted, impact the BLM. We appreciate the opportunity to comment.

Sincerely,


Linda Gisvold
Realty

F



• 1600 East Century Avenue, Suite 3
Bismarck, ND 58503-0649

• Phone 701-328-5357
• Fax 701-328-5363
• E-mail parkrec@state.nd.us
• www.NDparks.com

December 18, 2003

Brian Nettles
Freeborn & Peters
311 South Wacker Drive, Suite 3000
Chicago, IL 60606-6677

Re: The Burlington Northern and Santa Fe Railway Company Abandonment of Hannah Junction, North Dakota to McCanna, North Dakota

Dear Mr. Nettles:

The North Dakota Parks and Recreation Department (NDPRD) has reviewed the above referenced application to abandon 6.50 miles of railroad line between M.P. 0.00 in Hannah Junction, North Dakota to M.P. 6.50 in McCanna, North Dakota, Grand Forks County.

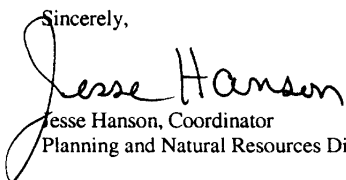
Our agency scope of authority and expertise covers recreation and biological resources (in particular rare species and ecological communities). The project as defined does not affect state park lands that we manage or Land and Water Conservation Fund recreation projects that we coordinate.

The North Dakota Natural Heritage Inventory has limited rare species information from the project area. Due to the lack of available survey data we cannot give an accurate assessment as to potential impacts to rare species and associated habitats.

The NDPRD recommends that any impacted areas be revegetated with species native to the project area.

Thank you for the opportunity to comment on this project. Please contact Kathy Duttonhefner (701-328-5370) of our staff if additional information is needed.

Sincerely,


Jesse Hanson, Coordinator
Planning and Natural Resources Division

R.USNDNHI*1227

• • • • •
Play in our backyard!

G

Freeborn & Peters LLP

December 9, 2003

North Dakota Department of Health
Water Quality Division
1200 Missouri Ave.
P.O. Box 5520
Bismarck, ND 58506-5520

**Re: *The Burlington Northern and Santa Fe Railway Company Abandonment
of Hannah Junction, North Dakota to McCanna, North Dakota***

Attorneys at Law

311 South Wacker Drive
Suite 3000
Chicago, Illinois
60606-6677
Tel 312.360.6000

Brian Nettles
Paralegal
Direct 312.360.6336
Fax 312.360.6596
bnettl@
freebornpeters.com

Chicago

Springfield

Dear Sir or Madam:

BNSF plans on filing with the Surface Transportation Board ("STB") a Notice of Exemption seeking authority to abandon 6.50 miles of railroad line between M.P. 0.00 in Hannah Junction, North Dakota to M.P. 6.50 in McCanna, North Dakota.

As part of the environmental report BNSF needs to know whether or not this action will be consistent, with Federal, State or local water quality standards. Also, please state whether or not Section 402 and/or NPDES permits are required as a result of the proposed abandonment.

The proposed abandonment may require the removal of the track materials such as the rails and ties but the roadbed will be left intact. No placement of dredge or fill material in any inland waterways is anticipated to result from abandonment and/or salvage.

For your reference I have enclosed a map of the above referenced railroad line. If you have any questions, or if you would like to discuss this matter further, please do not hesitate to contact me at (312) 360-6336.

Thank you in advance for your cooperation.

Sincerely,



Brian Nettles

/bn
Enclosure

H



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
NORTH DAKOTA REGULATORY OFFICE
1513 SOUTH 12TH STREET
BISMARCK ND 58504-6640
December 23, 2003

North Dakota Regulatory Office

[200360620]

Brian Nettles
Freeborn & Peters LLP
311 South Wacker Drive
Suite 3000
Chicago, Illinois 60606-6677

Dear Mr. Nettles:

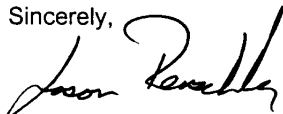
This is in reference to your solicitation letter, on behalf of the **Burlington Northern and Santa Fe Railway Company**, for a Department of the Army (DA) review in accordance with Section 404 of the Clean Water Act. You are proposing to abandon 6.50 miles of railroad line between Hannah Junction, North Dakota and McCanna, North Dakota. The legal description is Section 3, Township 151 North, Range 55 West, and Sections 9, 16, 21, 27, 28, and 34, Township 152 North, Range 55 West, Grand Forks County, North Dakota.

Based on the information provided to this office, it has been determined that your proposed project, as presently designed, would be accomplished without discharging in a jurisdictional area and therefore, a Section 404 permit would not be required. However, DA authorization may be required should changes be made in your project.

The fact that a Section 404 permit is not required does not relieve you of the obligation to obtain required approvals from other agencies that may have regulatory jurisdiction over your project.

If you have any questions concerning this determination, please do not hesitate to contact this office by letter or telephone (701) 255-0015 and reference project number **200360620**.

Sincerely,


James L. Winters
Regulatory Program Manager
North Dakota



**STATE
HISTORICAL
SOCIETY
OF NORTH DAKOTA**

John Hoeven
Governor of North Dakota

February 19, 2004

**North Dakota
State Historical Board**

Diane K. Larson
Bismarck - President

Marvin L. Kaiser
Williston - Vice President

Albert I. Berger
Grand Forks - Secretary

Chester E. Nelson, Jr.
Bismarck

Gerold Gerntholz
Valley City

A. Ruric Todd III
Jamestown

Sara Otte Coleman
*Director
Tourism Division*

Kathi Gilmore
State Treasurer

Alvin A. Jaeger
Secretary of State

Douglass Prchal
*Director
Parks and Recreation
Department*

David A. Sprynczynatyk
*Director
Department of Transportation*

John E. Von Rueden
Bismarck

Merlan E. Paaverud, Jr.
Director

*Accredited by the
American Association
of Museums*

Brian Nettles
Freeborn & Peters LLP
311 South Wacker Drive, Suite 3000
Chicago, IL 60606-6677

NDSHPO REF.: 04-0287, Proposed BN&SF Railway Co. Abandonment,
Hannah Junction to McCanna, Grand Forks County, ND.

Dear Mr. Nettles:

We have reviewed Project: 04-0287, proposed abandonment of the Burlington Northern and Santa Fe Railway Company line between Hannah Junction and the City of McCanna, Grand Forks County, ND.

We recommend that the Hanna Junction Station (32GFx60) and any other railway station(s) over 50 years of age on this line that are to be abandoned be recorded and preliminarily evaluated by a state-permitted cultural resource firm.

Thank you for the opportunity to review this project. Please include the ND SHPO Reference number listed above in any further correspondence for this specific project. If you have any questions please contact Duane Klinner at (701) 328-3576.

Sincerely,

Merlan E. Paaverud, Jr.
State Historic Preservation Officer
(North Dakota)